

# SOCIETY WOMEN NAMED FOR QUEEN OF AUTO CARNIVAL

**Mrs. S. Osgood Pell Leads in the First Day's Balloting, and W. K. Vanderbilt, Jr., Is Named for King.**

The idea of an automobile carnival, with a whole week of fun for the public and lots of hard work for the hustlers who hold forth in the hundred automobile salerooms along a mile and a half of Broadway from Long Acre Square to Seventy-second street, has made an instant "hit" with the public. It will attract thousands of devotees of the motor car sport from other cities, and will be a refreshing novelty in the way of the city's free entertainments.

The interest which the public is taking in the coming carnival is well attested by the immediate response to the call of the committee which has the affair in charge for an election of a King and Queen to reign over the festivities from April 6 to April 11. The polls opened yesterday, when the official ballot coupon was first printed—as it is again to-day and will be every day from now down to the close of the polls on April 2—on the second page of The Evening World, and before the sun had set ballots began to flow in to the Carnival Editor, and the election was on in earnest.

The Carnival Editor found, after the envelopes were opened and the ballots sorted, that there were forty-one votes for Mrs. S. Osgood Pell, an accomplished amateur auto-driver, and so Mrs. Pell leads at the end of the first day's voting, though twenty other well-known auto enthusiasts, some fair and famous, others dauntless and a few more men with reputations among those who love the auto, were named by the voters as their choice for the queen.

**W. K. Vanderbilt, Jr., Nominated for King.**

The first envelope opened by the Carnival Editor contained one Evening World ballot on which had been written the name of William K. Vanderbilt, Jr. Along with the ballot was a scrap of paper upon which had been written: "The foremost amateur autoist in America. Mr. Vanderbilt typifies the sporting element of the wealthy class. He has done much for the sport. He is its king."

Other admirers of Mr. Vanderbilt swelled his vote to five, while three readers sent ballots filled in with the name of Col. John Jacob Astor. There were votes also for Colgate Hoyt, president of the Automobile Club of America, an organization which has been a power in securing legislation which has made automobile a diversion for kings, subjected it to wholesome speed rules, and not only placed it under protection of the law, but made the road less amenable to the laws of safety and good conduct. Ex-President Winthrop Scott also received some votes, as did Courtlandt Bishop, S. Osgood Pell, Irving Brookway, Foxhall Keene, R. G. Howell, Gen. John T. Cutting, Harry Payne Whitney and Reginald Vanderbilt.

**Many Named for Queen.**  
But the idea of electing a Queen seemed more pleasing to a majority of the suffragists in this novel election, votes being cast for Mrs. Colgate Hoyt, Mrs. John J. Astor, Mrs. E. F. Hutton, Mrs. W. N. Phoenix and others, while Mrs. John Cuneo, wife of Andrew Cuneo, the banker and an interested dashing auto-driver, who drove the whole distance on the sixteen-day Glidden tour to Chicago and return last year, is the second fair chauffeur to lead over any man in the first day's vote. Mrs. Cuneo received sixteen votes. She was an eager entry for the Briarcliff races, to occur ten days after the carnival, at Briarcliff Manor, Westchester County, and she almost "went like a woman" when her entry was rejected—just because she was a woman.

Beginning to-morrow, the "election returns" showing the vote of each candidate up to that point in table form, will be given each day in The Evening World, which has been selected by the Carnival Executive Committee to conduct the election. To vote, cut the coupon ballot out of The Evening World second page, fill in the name of the favorite, voting either for King or Queen, and send it in to the Carnival Editor. Vote for only one candidate. Help select either a King Carnival or a Queen of the Festival.

"At the head of the tremendous night parade will be two royal auto carriages, the King in one, the Queen in the other.

The "District" Will Keep Open House.  
The object and purpose of this, the first affair of the kind ever held, is to arouse the public to a realization of the fact that in this year the automobile has practically reached perfection and to demonstrate that it has become a practical necessity as well as a delightful luxury in modern life. The hundred dealers making up the membership of the Automobile Trades Association, under whose auspices the carnival is given, will keep open house during the whole week, with buffet lunches and indoor entertainments to make a tour of the "Automobile District" a delightful diversion, even if it has no more substantial or serious purpose.

The Automobile Club of America will have a booth in Fifty-fourth street, near the "District," with a huge busy little city within a city all week. Will it be a success? exclaimed T. F. Moore, who has already taken nine free entries in the Glidden race, where he racing will be in stock cars for the Glidden race, a huge little statue of gold silver bronze and cherry. "I don't know," he said, "but with such publicity as it is getting from The Evening World? It will be the big-

## Mrs. Joan Cuneo, Nominated For Queen of Auto Carnival



Mrs. ANDREW CUNEO

## KAISER STIRS BRITISH WITH NAVAL LETTER

**Fear that He Is Meddling for Germany's Benefit Brings General Protest.**

LONDON, March 6.—Emperor William's letter to Lord Tweedmouth, First Lord of the Admiralty, in which, it is charged, the Emperor attempted to influence the naval policy of Great Britain, has caused a great stir in England and much popular indignation. The Emperor is accused of grave meddling with the British naval estimates, and the reply of Lord Tweedmouth that the communication was purely personal is considered unsatisfactory and has aroused neither the anxiety nor the indignation of the public.

The incident had a slightly depressing effect on Stock Exchange prices when trading opened this morning, but prices rallied subsequently on Lord Tweedmouth's explanation of the matter. At the close of this afternoon's sitting of the House of Commons, the Chancellor of the Exchequer, Asquith, referred to the episode. He said that an immediate statement seemed to be required in the public interests. "It is a fact," declared the Chancellor, "that on Feb. 15 Lord Tweedmouth received a letter from the German Emperor. It was a purely personal and private communication conceived in an entirely friendly spirit. Lord Tweedmouth's answer was equally private and informal and never got into the public domain. The letter was known or communicated to the Cabinet. I may add that in view of certain suggestions which have been made that before the letter arrived the Cabinet had come to its final decision with regard to the naval estimates for this year."

There is an insistent demand that the matter be aired in Parliament, and Lord Tweedmouth has indicated that further information will be given out in the House of Lords on March 9. It is a question, however, whether the communication of the German Emperor can be made public without the consent of the writer as well as that of King Edward.

In the meantime the matter was taken up by the cabinet at its meeting this afternoon, but no official announcement of any course of action yet has been made.

The episode was the sole topic of conversation in the lobby of the House of Commons to-day. "The letter from the German Emperor is purely a personal communication. There is no reference therein to the British naval estimates." This is the reply Lord Tweedmouth, First Lord of the Admiralty, makes to the request made by the Times to-day for production of the much mooted message. The communication from Emperor William was personal and not sent him in his capacity of First Lord of the Admiralty. It has done nothing to alter British suspicions that Emperor William is a Machiavellian designs on the independence of the British fleet.

It has been suggested that a possible explanation of the incident is that the

British Government attempted to secure mutual limitation in the matter of warship building by direct negotiation with Emperor William, in other words to achieve by indirect diplomacy what The Hague Peace Conference failed to bring about. The critics of Lord Tweedmouth, however, point out that any such negotiations could not have been carried on through the Foreign Office, and there is considerable anxiety to know how far these alleged irregular proceedings have gone.

According to one version, Emperor William's letter to Lord Tweedmouth gave exhaustive details of the comparative strength of the navies of Great Britain and Germany, and basing his opinion on this comparison, the Emperor said he thought the British fleet could not be considered more than equal in strength to that of Great Britain. This being so, the Emperor thought Great Britain had no need to fear any rivalry in naval supremacy from Germany, and that consequently there was no need of any increase in the shipbuilding programme of Great Britain.

In liberal circles that are usually well informed it is asserted that Emperor William's letter to Lord Tweedmouth, First Lord of the Admiralty, in which, it is charged, the Emperor attempted to influence the naval policy of Great Britain, has caused a great stir in England and much popular indignation. The Emperor is accused of grave meddling with the British naval estimates, and the reply of Lord Tweedmouth that the communication was purely personal is considered unsatisfactory and has aroused neither the anxiety nor the indignation of the public.

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## FIFTY-EIGHT AUTO SPEEDERS HELD IN \$100 FOR TRIAL

**Dr. Mulholland Let Off Because He Was Hurrying to Assist a Stork.**

Magistrate Breen, in Harlem police court, had sixty automobilists and chauffeurs before him to-day on a charge of exceeding the speed limit. All but two were held in \$100 bail for trial in the Court of Special Sessions. One of the two who escaped was Dr. Joseph A. Mulholland, of No. 2380 Madison avenue, who said that when arrested he was on his way to assist at the birth of a child.

All the men arraigned before Magistrate Breen to-day were arrested yesterday afternoon and last night by forty bicycle cops who were unexpectedly transferred from the Traffic Squad. They were not in uniform and the speeders, who have enjoyed immunity on the upper west side for nearly two months, were completely deceived.

In addition to the speed violators, Magistrate Breen found half a dozen chauffeurs who were arrested for turning corners at a speed exceeding seven miles an hour. This is a violation of a corporation ordinance. The bicycle cops were ordered to shift their scene of operations to-day.

In many cases the bicycle cops had to race for many blocks to land their quarry. The occupants of one automobile picked up Thomas Swindahl, fourteen, of No. 72 West One Hundred and First street, and carried him to St. Luke's Hospital after the car had struck him, but all got away before the police could get to the hospital.

**Caught One Man Twice.**  
Among those arrested were chauffeurs for several prominent men. The police say the recklessness of auto drivers had become more apparent after some magistrates began taking final jurisdiction of speeding cases and fining chauffeurs. The courts decided this was illegal, and that chauffeurs must be held for Special Sessions, but many of them do not appear to have been familiar with the ruling.

A chauffeur who gave the name of

Louis Petit, and said he was employed by Isidore Straus, of No. 2715 Broadway, brother of Oscar and Nathan Straus, was arrested on Amsterdam avenue on a charge of going twenty miles an hour. He was hailed out at the West One Hundred street station, and said he was going to the Twenty-third street ferry to meet Secretary and Mrs. Straus, who were coming from Washington. The same machine was picked up a short time afterwards by Policeman Maribou on Amsterdam avenue, and the chauffeur was charged with going twenty-two miles an hour. The police say he then gave the name of Eugene Petit at the West Sixty-eighth street station. He protested wildly that he had to meet his "master," but was locked up.

In West Side Court to-day Mr. Straus bitterly arraigned the police for picking up Petit. He said that he was forced to wait some time and had to take a taxicab home. Despite his plea Petit was held in \$300 bail for trial. Mr. Straus put up a mansion, valued at \$100,000, as security.

Sergeant Casey and his men intended to continue their work of chasing speeders to-day, but the snow prevented.

## LA PROVENCE REPORTS.

A wireless despatch from the French line steamer La Provence, from Havre for New York, says that the steamer expects to reach Sandy Hook Light-ship to-morrow at 11:45 A. M. She reports thick weather.



## Careless People

will find that their eyeglasses require less care if fitted with the Harris Suction Clip. It holds your eyeglasses firmly and securely and does not pinch the nose. Attached to your glasses in a minute, and will last a lifetime. Fitted to your glasses for 35 cents.

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**Our Factory Clean-Up Sale Positively Ends Next Friday**

The most wonderful Clothing Sale that Greater New York has ever known is rapidly drawing to a close. Thousands of pleased customers have taken advantage of the marvellous and unmatched offerings. Assortments of all items at all prices are still complete. It will pay you well to see this greatest value ever offered in

**Men's, Boys' and Children's Highest Grade Reliable Clothing**

## Men's Fashionable Suits and Overcoats

**Men's Serviceable Suits and Overcoats**  
OUR FACTORY'S PRICE, \$20.00  
OTHER STORES' PRICE, \$25.00  
FACTORY CLEAN-UP SALE PRICE, \$3.00

**Men's Fashionable Suits and Overcoats**  
OUR FACTORY'S PRICE, \$25.00  
OTHER STORES' PRICE, \$30.00  
FACTORY CLEAN-UP SALE PRICE, \$4.50

**Men's Stylish Winter Suits**  
OUR FACTORY'S PRICE, \$30.00  
OTHER STORES' PRICE, \$35.00  
FACTORY CLEAN-UP SALE PRICE, \$6.00

**Men's Serviceable and Dressy Pants**  
MEN'S PANTS—New striped Fancy Worsteds and Cashmeres; suitable with any coat and vest.  
OUR FACTORY'S PRICE, \$2.00  
OTHER STORES' PRICE, \$2.50  
FACTORY CLEAN-UP SALE PRICE, \$1.50

**Men's Black Sateen Shop and Office Caps**  
OUR FACTORY'S PRICE, \$1.00  
OTHER STORES' PRICE, \$1.50  
FACTORY CLEAN-UP SALE PRICE, \$2.40



## Boys' Knee Pants Suits and Overcoats

**Boys' Durable Knee Pants Suits**  
Made of Blue Thibet and Fancy Cassimeres, stylish patterns; extra strongly made; sizes 7 to 16.  
OUR FACTORY'S PRICE, \$1.00  
OTHER STORES' PRICE, \$1.50  
FACTORY CLEAN-UP SALE PRICE, 90c

**Boys' Stylish Knee Pants Suits and Overcoats**  
The Suits have Knickerbocker Pants and the Overcoats are fine Black and Oxford Meltons perfectly tailored.  
OUR FACTORY'S PRICE, \$2.00  
OTHER STORES' PRICE, \$2.50  
FACTORY CLEAN-UP SALE PRICE, \$1.50

**Boys' Fine Quality Knee Pants Suits and Overcoats**  
Fine All-Wool fabrics in exclusive patterns—all beautifully tailored and finished.  
OUR FACTORY'S PRICE, \$3.00  
OTHER STORES' PRICE, \$3.50  
FACTORY CLEAN-UP SALE PRICE, \$3.90

**Boys' Highest Grade Knee Pants Suits and Overcoats**  
Highest grade All-Wool Fancy Cheviots and Fine Worsteds—trimmed and tailored to perfection.  
OUR FACTORY'S PRICE, \$3.00  
OTHER STORES' PRICE, \$3.50  
FACTORY CLEAN-UP SALE PRICE, \$4.50

**Young Men's Stylish Winter Suits**  
**Young Men's Serviceable Suits**  
OUR FACTORY'S PRICE, \$5.00  
OTHER STORES' PRICE, \$6.00  
FACTORY CLEAN-UP SALE PRICE, \$3.00

**Boys' Extra Durable Knee Pants**  
OUR FACTORY'S PRICE, \$2.00  
OTHER STORES' PRICE, \$2.50  
FACTORY CLEAN-UP SALE PRICE, 25c

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If any purchase for any reason fails to please, the money is instantly refunded without a question, or the goods cheerfully exchanged. All clothing bought here, no matter what the price, is pressed and kept in good repair for one year free of charge.

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## March Footwear for Ladies

The High Tan Boot is the correct March footwear for Ladies—a welcome relief from the heavy black boots of Winter—yet an ample protection against the rigors of early Spring. The correct leathers are Russia and Suede Calf, Light Tan and Golden Brown Kid. Patrons may now see them in unusual variety.

Prices \$3.00 to \$5.00  
The "Brogue"—a new style Boot, with wing tip. Very popular. In Russia Calf, \$7.00

For Children from 2 to 12 years, Tan Boots, either buttoned or laced, in Russia Calf. Attractive and serviceable. Prices \$1.25 to \$4.50.

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